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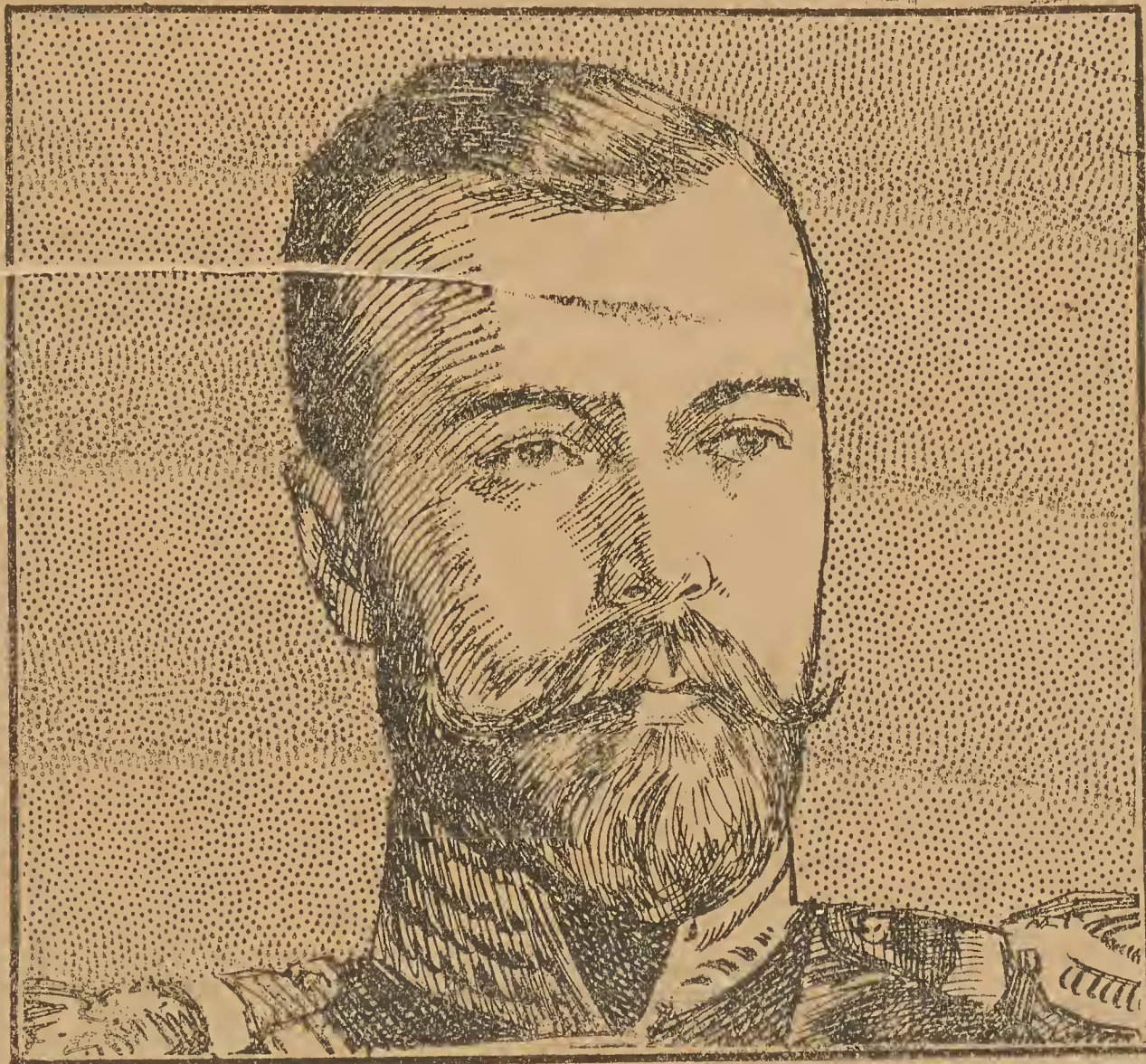
The YOUTH'S REALM

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NICHOLAS II., EMPEROR OF ALL THE RUSSIAS.

The troubled czar, who faces a threatened revolution at home and a costly, unsuccessful war abroad, was born in May, 1868, and became czar in October, 1894. When he proposed The Hague peace tribunal he was looked upon as a ruler of most pacific intentions, but he destroyed the illusion by permitting his greed for more territory to bring on war with Japan.



WHERE RUSSIA HOARDS \$500,000,000 IN GOLD.

If revolutionists ever get the upper hand in St. Petersburg one of the first buildings they will attack will doubtless be the Bank of Russia, the strong rooms of which contain \$500,000,000 in gold, the reserve fund which is intended to keep the empire's credit unimpaired.



Grand Duke Sergius.

Since the assassination of De Plehve the most hated man in Russia is Grand Duke Sergius, uncle of the czar and governor of Moscow. When the people recently demanded a national assembly

Sergius is said to have sneered, "These peasants, I suppose, think that Russia exists for them as a dog does for its fleas!"

Prince Mirsky of Russia.

Prince Pierre Dmitri Sviatopolk-Mirsky, who succeeded M. de Plehve, the czar's assassinated minister of the interior, has been making strong efforts



to bring about needed reforms in Russia by order of the czar, but has been thwarted by the powerful influence of the grand dukes. His policy of kindness and conciliation is not favored by the bureaucrats of Russia.

John Paul Jones

Picturesque Career of the First Commander of the American Navy, Whose Recently Discovered Remains Will Shortly Be Brought From France to the United States on an American Warship ❖ ❖ ❖

GENERAL HORACE PORTER, United States ambassador to France, is the man to whom is due most of the credit for the finding of the remains of John Paul Jones in Paris and their identification beyond all possibility of doubt.

For five years the ambassador has been agitating the matter both in America and in France. He organized at his own expense a systematic overhauling of the mortuary records of the Paris of a century ago. General Porter met with innumerable delays and discouragements in the prosecution of the search. Historians differed concerning the resting place of the hero. The archives relating to the matter were burned during the stormy times of the French revolution and the commune of 1871. The national assembly which sent a delegation to the admiral's funeral failed to keep any record of the burial place. Finally, however, as the result of General Porter's dogged refusal to give up the search some clues were found which led directly to the abandoned St. Louis cemetery, which has long been covered with small houses and shops. There the body was found.

The man whose remains lay unknown and unhonored in Paris for more than a century was the greatest naval genius of his time. He was decorated by the king of France, by the empress of Russia and by the congress of the United States. Plebeian though he was by birth, he was a sutor for the hand of a princess royal, and upon him she smiled. The British government thought



PAUL JONES AS AN ADMIRAL.

enough of this man to cause to be posted at every seaport in the United Kingdom this placard:

FOR THE CAPTURE
OF JOHN PAUL JONES,
Commanding an American ship, the
government will pay the sum
of 10,000 guineas.

Of the man John Paul Jones, though volumes of speculation have been written, the world knows almost nothing. From his youth he seemed to prefer that everything touching his inner self should be shrouded, though he was nothing loath to demand proper recognition for the acts which he performed for his country's good.

There have never been lacking insinuations that the real reason for the admiral's reticence arose from his desire to hide certain things which had been said touching his parentage. It was commonly reported at one time that John Paul Jones, though born into the family of John Paul, a thrifty Scotch gardener at Arbighland, on the Solway firth, was in reality the son of Lord Selkirk, upon whose estate Gardener Paul delved. Careful inquiry has disproved the scandal. Jennie Macduff, the mother of the naval hero and the wife of Gardener Paul, was a woman of character, possessed in full measure of the domestic virtues.

The boy John Paul, the youngest of five sons, was born in a little cottage standing in a glade near where the Nith comes flowing into the Solway. When twelve years of age he was apprenticed to a ship merchant at White Haven. The future admiral's first voyage took him to the Rappahannock river of America. Twice or three times the trip was repeated. Owing to the death of his master the apprentice was released from his engagement at the age of sixteen. An elder brother had settled on the banks of the American river, and with him the boy lived and studied for some time. This brother had been adopted by a wealthy Virginia family, and when he died John Paul was invited to take his place and adopt the name of his benefactor, so that he might logically succeed to the estates. This he did and thereafter was known as Paul Jones, his signatures showing that he dropped the name John altogether.

Jones' success on shore, however, did not cure him of his inborn affection for the sea. Long before the death of his brother, while he was still John Paul, he disappeared from the estate on the Rappahannock river, and a letter to his brother explained that he had sailed on a merchantman bound for Liverpool. This life on the sea continued with few intermissions until he arrived at his majority and came into possession of the Virginia plantation. About that time he happened to be on a vessel whose captain and mate both died on the same voyage, and he was put in command by his fellow sailors and took the ship and a valuable cargo safely into port. For this service the owners of the vessel made him captain and supercargo. He spent the following nine years in the merchant service.

Jones was next heard of living in penury near Fredericksburg, Va. The Revolution came on. At the time of the battles at Lexington and Concord the colonies did not have a single vessel afloat. There was no material for

a navy save some good sailors. The future American admiral walked to Philadelphia in the autumn of 1775 and appeared before the marine committee appointed by congress to make some provisions for a navy. He was given a commission as first lieutenant of the Alfred, a merchantman which had been made over into a man-of-war and placed under the command of Commodore Hopkins. To the masthead of this vessel Jones with his own hands hoisted the first ensign ever shown on an American man-of-war. It was the famed rattlesnake flag, with the motto "Don't Tread on Me." By a remarkable coincidence, some time later, on the Ranger, Jones displayed at the peak the first bit of stars and stripes bunting ever flung to the breeze by an American man-of-war.

No man of that time promoted the interests of the navy with such signal success, but his own personal interests were overlooked or ignored. When the five naval captains were appointed in December, 1775, Jones' name was not on the list. The influence of John Adams was paramount, and all the captains except Nicholas Biddle, the greatest of them all, were taken from New England. Speaking of them afterward, Jones said: "Four of them were respectable skippers, and they all outlived the war. One of them was the kind of naval captain that the god of battles makes." Jones was put at the head of the list of lieutenants, and he had the mortification of seeing the command of the Alfred, which he himself had transformed into a war vessel, conferred upon another.

John Paul Jones physically was not a heroic looking figure. He was five feet seven inches tall and slender, but in his fighting qualities his ounces counted like other men's pounds. His face was grave and thoughtful, and his eyes were as sharp as his cutlass.



ENGLISH CARTOON, "JONES THE PIRATE."

The fleet in which Jones sailed under Commodore Hopkins was a miserable affair, and Hopkins was the weakest of commanders. Jones succeeded in inducing his superior to sail for Nassau, where under the direction of the junior officer a vast amount of British stores were seized. On the way back to the United States the British frigate Glasgow was sighted, but it escaped the American fleet owing to the poor seamanship of Hopkins. A court of inquiry was held, and it was determined that if Jones' suggestions had been carried out the Glasgow could have been captured or sunk. Hopkins felt disgraced and became a bitter enemy of his subordinate.

Shortly after this Jones was made captain of the Providence, carrying twelve guns. He cruised about, capturing many merchantmen, and finally, when off Nova Scotia, he fell in with the Milford, a huge British frigate, which was disguised as a trading ship.



VIRGINIA HOME OF JOHN PAUL JONES.

Jones bore down on it until he was within pistol shot of the vessel. He then discovered his error and by magnificent seamanship succeeded in escaping without a scratch.

After serious trouble with the jealous Hopkins, Jones was finally given command of the Ranger, eighteen guns. He took a number of prizes and finally put into a French port. At Paris he met the American commissioners, Silas Dean, Benjamin Franklin and Arthur Lee, and they secured him an audience at the French court. By request he aided in planning the operations of D'Estaing's fleet, which was shortly to leave for America.

The heroic fighting career of Jones was just about to begin, though with the fame that he won in the next few months came the undying hatred of all the people of his native country. British privateers had ravaged the American coast, had seized American merchandise and had burned some American towns. Jones believed in making reprisals, and he spread terror and alarm along the Irish, Welsh and English coasts.

He chose, however, as the place of direct attack White Haven, where he had lived as a boy and a youth, and the masts of whose shipping were in sight of his birthplace. He contemplated burning all the vessels at the place and looting the town. David Freeman, deserter from Jones' ship, spread the alarm among the inhabitants of the town. Wallingford, one of Jones' lieutenants, was slow in carrying out some of his instructions, and the expedition accomplished nothing of moment.

The Ranger had no sooner put out from the Solway than it ran across the British man-of-war Drake. The Drake was by far the heavier armed and manned and a better equipped vessel than the Ranger. Jones, however, gave battle at once, and after a bloody fight he took the British vessel and hauled down its colors.

In 1779 Jones was put in command of the Bonhomme Richard, a decayed India merchantman which had been transformed into a ship of war. It had been refitted by the French government and was originally called the Duras, but Jones did not fancy that name and changed it to the Bonhomme Richard. In August of that year he sailed with a squadron of five vessels—three American and two French—for the coast of Scotland. Off Flamborough he fell in with a fleet of forty-one merchantmen returning from the Baltic sea convoyed by two powerful men-of-war, the Serapis and the Countess of Scarborough. Watching his opportunity to attack one of the vessels separately, he finally engaged with the Serapis, and after three hours of desperate firing at close range, part of the time with the two ships lashed together, he boarded the Brit-

isher and fought her to a surrender. Upon Jones' arrival in Paris he was accorded great distinction, Louis XVI. presenting him with a gold handled sword and decorating him with the customary orders. Congress also did everything it could to show its gratitude.

Jones was essentially a sailor of fortune, and he went to St. Petersburg, where he was made an admiral in the Russian navy. On his way thither he stopped long enough in Denmark to flirt with the princess royal, who fell violently in love with him. Thirty English officers in the service of Russia threatened to resign if the "pirate" were commissioned. Catherine said, "You'll have to double your number to make the loss equal to gain." They stayed in the service. After winning honors for Russia Admiral Jones was practically forced out by the jealousy of Prince Potemkin and went to Paris. There he was alternately grave and gay. He could have married into the houses of any of the nobility, but the memory of a Scotch girl, Alice Dunscombe, was in his heart, and there it stayed to the exclusion of all other loves until the day of his death, July 18, 1792, at the age of forty-five.

Jones was a hero, but he was far more than a hero. He possessed an organizing mind and a fertility of resource which no difficulties could exhaust. He was compelled to create the opportunity which he had for serving his country. He also possessed the qualities of a great naval commander.

Napoleon said that if he had lived "France might have had an admiral," and he lamented that Jones could not have been matched somewhere against Nelson with "fairly equal force."



GENERAL HORACE PORTER, WHO DISCOVERED THE HERO'S BODY.

THE difficulties encountered by the naval commander of the present day are as nothing compared to those with which Paul Jones was confronted at every turn. Not only did he have to fight the ships of the enemy, in almost every case more powerful and better equipped than his own; he was compelled even to exercise all of his powers of persuasion to get ships upon which to risk his life and, incidentally, to woo the goddess of fame. Had Jones not been one of the most persistent men that ever lived and had he not had the advice of Benjamin Franklin, at the time in Paris, it is doubtless improbable that the name Paul Jones would now be a household word in the United States, for there would have been no Bonhomme Richard and consequently no victory over the Serapis.

The story of the circumstances leading up to Jones' "acquirement" of the Bonhomme Richard reads today like fiction.

After Jones' victory in the Ranger over the British ship Drake he proceeded at once to Brest, France, from

which port he had sailed less than a month before. The news that the daring American had arrived in port with the almost worthless Ranger and a British prize which she had captured in a desperate sea fight lasting several hours soon got abroad, and Jones immediately became the center of attraction to the townspeople.

The moral effect of the victory was almost incalculable. The officers of the French navy crowded the decks of the two vessels and satisfied themselves of the truth of what they must have thought a very unreal story. A British ship of war had been captured in battle by a ship of inferior force. Buell says in his excellent biography of Jones

and Jones remained in France again without a ship. He now began a long and painful struggle for a squadron which should bear the flag of his country. Ships he could have had in plenty, ships heavily armed, if he would become a privateer, but he proudly declined them upon such terms.

"I am not," he wrote, "in pursuit of private gain for myself or for others. I hold commission as captain in the regular navy of the United States, which, in my estimation, is not to be outranked by the same grade of commission of even date in any other navy in the world. My sole ambition is to have opportunity of fighting a battle in virtue of that commission



THE BATTLE BETWEEN THE BONHOMME RICHARD AND THE SERAPIS.

that it was the first instance in modern warfare where such a thing had been done. Jones was at once recognized as a hero, and the strange flag of the new nation across the sea became an object of respect and admiration. But he soon found himself in a situation of great practical difficulty.

He had his own crew and a shipload of prisoners to feed. Our commissioners in France were compelled from lack of funds to dishonor his drafts. He had used his own money to make good to his crew the terms under which their government had secured their services, and with his own money exhausted he adopted a summary course with regard to a merchant prize and was thus able to repair his ships and to keep his men from becoming objects of charity.

The Ranger was sent back to America under command of its lieutenant,

and under our new flag among nations, * * * a battle that will teach to the world, and particularly to Englishmen and Frenchmen, that the American flag means something afloat and must be respected at sea."

The obstacles in his path made success almost hopeless. The French minister of marine made fair promises and did nothing. At one turn after another Jones was baffled. Even Dr. Franklin became discouraged and advised him to return to America. Finally, after every other expedient had failed, he boldly wrote a letter to the king. This letter, but chiefly the assistance of the Duchesse de Chartres, the mother of Louis Philippe, procured him an audience. The result was the Bonhomme Richard.

That famous ship, after having been nearly worn out in the East India service, had become an armed transport in

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the French navy. After much effort Jones converted her into an American frigate and armed her as best he could. Some of his cannon had been condemned, and in the sequel they proved

worse than useless. His crew was of the most nondescript character, such as he was able to pick up in the harbors of France. Many of them were not what Jones called "blue water" sailors, or, indeed, sailors at all.

It was composed of Portuguese, French sailors and fishermen, about 100 French soldiers who had never before served aboard ship, a few French marines and 150 Americans who had been prisoners and the recollection of whose sufferings endured in British prison ships and jails nerved them in the desperate battle they were to fight. "I might have a better ship," wrote Jones, "and my crew would be better if they were all Americans, but I am truly grateful for ship and crew as they are." It was with such a ship that he declared he would "not shrink from engaging a superior ship of the enemy."

On Aug. 14, 1779, he set sail upon that memorable cruise which reflects so much luster upon his own name and upon the navy to which he belonged. The action with the Serapis took place upon the evening of Sept. 23. The simplest recital of the well established facts of that struggle would seem extravagant, for such another battle was never fought upon the sea. Only the mention of its more important incidents will be given here. The battle was fought by moonlight.

The Serapis was a new frigate and in construction, sailing qualities and armament greatly outclassed Jones' converted East Indiaman. The full weight of her broadside was 315 pounds as against 258 for that of the Richard. But almost at the first fire two of the Richard's condemned eighteen pounders blew up, killing some of her crew, and that ancient battery was then abandoned. The full broadside of the Richard was thus reduced to 204 pounds, or less than two-thirds that of her antagonist. Such a disparity in favor of a well manned British ship seemed to render the contest hopeless.

The fight was at close quarters, and Jones soon saw that the splendid gunnery of his own crew could not avail against the great difference in the weight of metal, especially as the guns of the British ship were handled with remarkable effect. The ships came together, and Jones attempted to grapple them to each other, but the lines separated, and they fell apart. By this time more than half of the remaining guns of the Richard had been put out of action, and the total weight of her broadside had been reduced to less than a hundred pounds, while the fire of the Serapis seemed as heavy as ever.

More than one-half of his crew on the gun deck had been killed or wounded, while the ship was rapidly filling with water. If the battle was to be fought out with cannon it was clear that Jones must either surrender or go to the bottom, for the Richard had practically no cannon in action, while she was a safe and easy target for the guns of the Serapis, only a hundred feet away. At this point the Alliance, one of the ships in the American squadron, appeared in the darkness and held out to Jones the hope of rescue, but she fired two broadsides

into the Richard and then sailed away.

And now at this desperate stage a lucky rise in the wind and a clever maneuver by Jones brought the ships a-foul of each other, and this time he was able to grapple them securely together. This circumstance changed the fortunes of the battle. The British captain was deprived of the advantage which his heavy battery had given him over the silenced guns of the Richard. He made every effort to cut the fastenings which bound the ships together. The result of the battle depended upon the success of that effort. It was desperately pressed and desperately resisted. The captain and two lieutenants of the French marines and soldiers had been wounded, and Jones himself directed their fire. He urged on the French in their own tongue.

He exhausted and probably enlarged the resources of their language by the most dreadful imprecations against the foe. He would seize loaded muskets from the hands of the marines and fire them himself. His manner completely won the French. They became almost delirious with enthusiasm. Henry Gardner, who took part in the battle, wrote that "the commodore had every Frenchman who was not killed stark crazy. At first it was all he could do to get them to stand. Toward the last he had trouble to keep them from boarding the enemy before he was ready. It took them several days to cool off."

The Richard took fire, and her magazines were threatened. She appeared to be sinking at the same time. The English prisoners were set to work the pumps and also to put out the flames. At about this time Jones was asked from the British ship if he had surrendered. He replied, "I have only begun to fight." A hand grenade dropped by Midshipman Fanning through the hatch of the Serapis inflicted great damage.

When the time for boarding came Jones gave the signal, and the colors of the Serapis were soon struck. As the Richard could not long be kept afloat, Jones transferred his crew and prisoners to the Serapis, but he left his flag flying above the Richard, which was to be the sepulcher of so many heroes. The last ever seen of the Bonhomme Richard was, to use the words of Jones, "the defiant waving of her unconquered and unstricken flag as she went down."

The capture of the Serapis formed the climax of Jones' career. He had little opportunity for service during the rest of the war.

So far as he was permitted, Jones laid the foundation of the sea power of his country upon broad lines. His brilliant career has been an inspiration to the service to which he belonged from the day he won for it its first victory.

As an illustration of the systematic thoroughness of Jones and his almost marvelous foresight it may be mentioned that during the winter preceding the outbreak of hostilities Jones was in close communication with Washington, Jefferson and other leaders and assured them that his services were at the disposal of the colonies whenever they

Paul Jones

PAUL JONES' AUTOGRAPH.

should be needed upon the sea. He at once prepared for the contest. Learning that two French warships had put in at Hampton Roads, he visited them and secured permission to make complete plans of the new frigate La Terpsichore, and the first American warship, the Alliance, was constructed and armed according to these plans.

In June, 1775, the naval committee

of congress, of which Robert Morris was chairman, invited Jones to give it his advice. In reply he wrote a letter which drew high praise from Washington, who declared that Jones' "powers of usefulness are great and must be constantly kept in view."

This letter contains as complete and admirable a presentation of the responsibilities of naval officers as has ever been set forth within an equal scope. He presented also a plan of organization for the navy which displayed a remarkable comprehension of the subject and which in its main lines was adopted by the committee. Jones acted not merely as adviser to the committee, but at its request he took charge of converting an Indiaman into a lightweight frigate, a work which he prosecuted with such energy that the Alfred, a stanch ship of twenty-eight guns, was the first war vessel ready for the service of the colonies.

Boytime Is the Best of All.

BOYTIME is the best of all."
'At's w'at Uncle Henry says.
Summer, winter, spring and fall
All so happy. An' he lays
Down his pipe, an' 'en he'll smile
W'en I'm wishin' I wuz tall;
Says I'll find out after w'ile
Boytime is the best of all.

"Boytime is the best of all."
'At's w'at grampa alwuz said
W'en he met me in the hall
Goin' out to get my sled.
'Let your heart be light as snow
W'en the flakes 1st fall an' fall;
After w'ile you'll come to know
Boytime is the best of all."

"Boytime is the best of all."
'At's w'at pa 'ud alwuz say
W'en we're startin' to play ball.
An' he'd come to watch us play
For a little w'ile, an' 'en,
W'en he heard us youngsters call,
"Two strikes!" he 'ud say to Ben,
"Boytime is the best of all."

"Boytime is the best of all."
Grampa he lays down his pipe,
Says he almos' can recall
W'en the apples gettin' ripe
Made his heart 1st thump with joy:
Summer, winter, spring an' fall,
All 1st splendid for a boy—
Boytime is the best of all.
—J. W. Foley in New York Times.

Why Not?



"Oh, you lazy good for nothing! Why don't you go out and look for work?"

"Why doesn't work come here and look for me?"—San Francisco Examiner.

Two Views.

First Workingman—Look at the inequality. Mr. Million, who lives not ten squares from this corner, has a dog house which cost \$5,000. What do you think of that?

Second Workingman—I think it's a good thing he wanted it, for I built it for him and made \$1,000 out of it.—New York Weekly.

Bean Bag.

All stand in line, and one who is the leader throws the bean bag to the child at the head of the line, who throws it back.

Should the player at the head fail to catch it he must go to the foot of the line, and if the leader misses he goes to the foot, and the player at the head takes his place.

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THE BOY GIANT'S PRANK WITH PAINT

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The giant declared he would paint
Some pictures; he called them quite quaint;
But Jack said that he
Small quaintness could see,
And remarked that they made him feel faint.

Jack laughed, and his friends did the same.
Of Grim and his "art" they made game.
Their jeers made him mad;
He said, "They're not bad,
And some day you'll see me win fame!"

Remarkable Ingenuity of Tropical American Insects.

Professor J. R. Ainsworth Davis gives the latest proofs of the ant's right to our applause. He says:

"In tropical America the traveler in their native region often sees thousands of ants marching in column of route, each holding in its powerful jaws a piece of green leaf about the size of a sixpence. These they take to their nests.

"The material is used as an elaborate sort of mushroom culture, requiring much more skill and intelligence than that in which human beings engage. The mushroom grower sets spawn in the beds he prepares, but the ant does not need to do this. The desired spawn soon makes its appearance in the chewed leaf. But in its natural state it is inedible and must undergo careful treatment before it yields the mushroom which the ant desires. The necessary work is done by a special caste of gardener ants.

"These weed out obnoxious germs, etc., and pruning off the tips of the threads prevent them from growing into the air and producing useless toadstools. As a result of this the threads swell into innumerable little rounded white thickenings, each of which is about one-fiftieth of an inch across. It is these which are the mushrooms. These curious bodies constitute the sole food of the ant, or, at any rate, the chief food."—Science Magazine.

No Garbage In Paris.

The great city of Paris has no garbage to dispose of. The most expensive and luxurious tables in hotels, restaurants and private houses systematically supply viands to dining rooms and kitchens of a grade lower than their own, and these of the second grade to a third, and so on, until the nourishment of the city is tapped, sapped, boiled and broiled out of everything that has a fiber or amorphous paste in its composition. This is an illustration of the possible economics of a great city.

Remarkable Results Obtained by New Swedish Treatment.

Some twenty years ago, when an annual breakdown became as fashionable as an annual holiday, the medical world agreed that if the tired body were kept in bed, hypernourished and massaged, a cure was pretty certain.

In many cases where there has been no mental overstrain this was so. In other cases, however, the worried head did not benefit from the enforced quiet and passivity. The whole man was unutterably bored.

Dr. Otto Wetterstrand, at Stockholm, is trying to meet this difficulty by treating such patients by a sleep prolonged even to three or four weeks, and the Psycho-Therapeutical society of London hopes to follow his methods when it can afford larger premises to accommodate its patients under this "suggestive" cure.

Dr. Wetterstrand has treated over 3,000 cases. The jaded, worried man reclines in an easy chair. He sees others doing the same. He listens, as they do, to a quiet, forcible exposition of the cure from the doctor, who afterward speaks to him individually in a subdued undertone, "suggesting" the benefit his particular malady will receive. After a few days of such preliminary treatment the patient goes willingly to bed and to sleep, roused occasionally to a half conscious state to eat and be tended. No unauthorized person is allowed to enter the room; the sleeper is put en rapport with a sympathetic nurse and receives the necessary "suggestions" as to eating, etc., from the doctor himself. "The remarkable re-

sults," says a great French physician, "which Wetterstrand has had will considerably extend the limits of suggestive therapy."

The deeper the sleep the quicker the cure, and, unlike that produced by hypnotic drugs, it is as invigorating as natural sleep and allows nature an equal chance of repairing organic and functional disorders.—London Mail.

Storage of Wind Power.

It is believed that the cheapening of the method of the storage battery will enable us so to husband the energy afforded by windmills that it will serve for constant use. The reason why so little has been done with the winds as a power is that the speed varies and there are long periods in which the movement is too slight to afford power. The force which can be won from the winds for man's benefit amounts to many times as much as is now won from all other sources which are utilized.—Philadelphia Ledger.

Domestic Wireless Telegraph.

The domestic wireless telegraph of William J. Hammer, a New York electrical engineer, includes a tiny transmitter and pole on the dining room table, with batteries under the table, and in the kitchen another pole, with transmitter and receiver, connected with an electric bell. A wireless current through the walls summons the maid, a system of signals giving a call for anything desired.

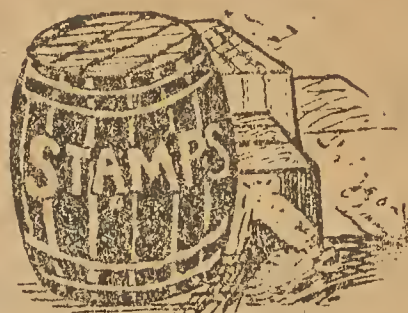


That night when the folks went to bed,
And brightly the moon shone o'erhead,
Ah Grim his paint took,
His warm bed forsook
And called on his critics ill bred.

He painted that critical town;
Each citizen changed to a clown,
When people awoke,
Discovered the joke,
They said, "Grim's a scamp of renown."



STAMPS. 100 Honduras



etc., album & 1905 illustratd list, T W O cents. Agts 50 %.

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A HOME-MADE U. S. STAMP ALBUM
WITHOUT MINOR VARIETIES
(To be Continued Monthly)

USE an unruled blank book of suitable size. Rule off the squares exactly as in the diagrams. They should be of the same size. The envelope section (see lower diagram) should be made in

the last half of the book. If one is a good letterer it is best to print or write the text, in a neat hand, with a jet-black ink, following the copy; but some may prefer to cut out the printed descriptions and carefully paste them into the album. When complete your album will hold about 200 general issue adhesives, some 40 due stamps, 100 departments and nearly 150 envelope and wrapper stamps—making as complete a U. S. album as the average collector could possibly fill.

STAMP NEWS.

It is not understood by all collectors that 2c will pay letter postage from the United States to Shanghai, China.

The interest manifested in stamps and stamp literature never was as great as at the present time. A conservative estimate places the number of subscribers to philatelic papers at nearly 200,000 throughout the world.

A dealer just retiring from the stamp business, after 28 years experience, reports having received considerably over one million dollars in cash sales since 1877, the year he issued his first price list. He was a staunch believer in advertising and a single advertisement in the Youth's Companion once cost him several thousand dollars.

Next in interest to U. S. revenues should come the revenues of the U. S. colonies and Cuba, and secondly, those of Canada, Mexico and Central America.

Although the new Philippine stamps are being engraved, it will be five months or longer before the stamps can be put on sale.

Dealers agree that the so-called "dull season" is no longer during the summer months but late in the fall or winter.

90c carmine	'82, 1c gray-blue	3c green	5c brown, Garfield	6c red	10c brown	'83, 2 red-brwn, Wash.	4c green, Jackson
New design							
1887, 1c ultra-marine, Franklin	2c green	3c vermilion	'88, 4c carmine	5c blue Garfield	30c orange-brown	90c purple	
Smaller stamps, new design, no triangles in corners							
1890-3; 1c blue Franklin	2c carmine Washington	3c purple Jackson	4c brown Lincoln	5c chocolate Grant	6c red Garfield	8c lilac Sherman	10c green Webster

Envelopes

Continued
2c green on white, amber, manila, oriental buff or blue paper

3c green on white, amber, cream, blue, and fawn paper.

4c green on white, amber, manila, buff, and blue paper.

A NEWFANGLED DOOR.

Slides Into Wall Without Use of
Wheels or Rollers.

A new type of sliding door which employs neither wheels nor rollers is described in a recent issue of La Nature, Paris. It is said to be particularly easy to open or shut and to be free from the distressing liability to become jammed that distinguishes most forms of sliding doors.

This new door is hung on "lazy tongs" arranged in such manner that



DOOR HUNG ON "LAZY TONGS."

it will always move silently and without effort.

It may be seen from the accompanying picture that the mode of suspension consists chiefly of two levers, A D and B C, united at E and able to slide at C and D, while turning about the points A and B.

The points B and D, of which one is pivoted and the other slides, are fixed on the wall, and when the door is opened the combination folds up as shown at the left of the picture. There have been shown here two similar systems of levers, supporting the same door, one with pivots below at the points A and B and the other with them above. This arrangement is made to obtain complete equilibrium when a single door is used to close the opening, or, as is here supposed, when the two doors are independent.

When, on the contrary, they are dependent—that is, when they always must open or close together—only one system of levers is necessary for each, but care must be taken to locate the pivots above for one and below for the other and to connect the two doors by an endless chain engaging two pinions with ball bearings and placed horizontally under the floor. The doors are attached to opposed sections of this chain. In any case complete ease of motion is secured by the use of the "lazy tongs" suspension.

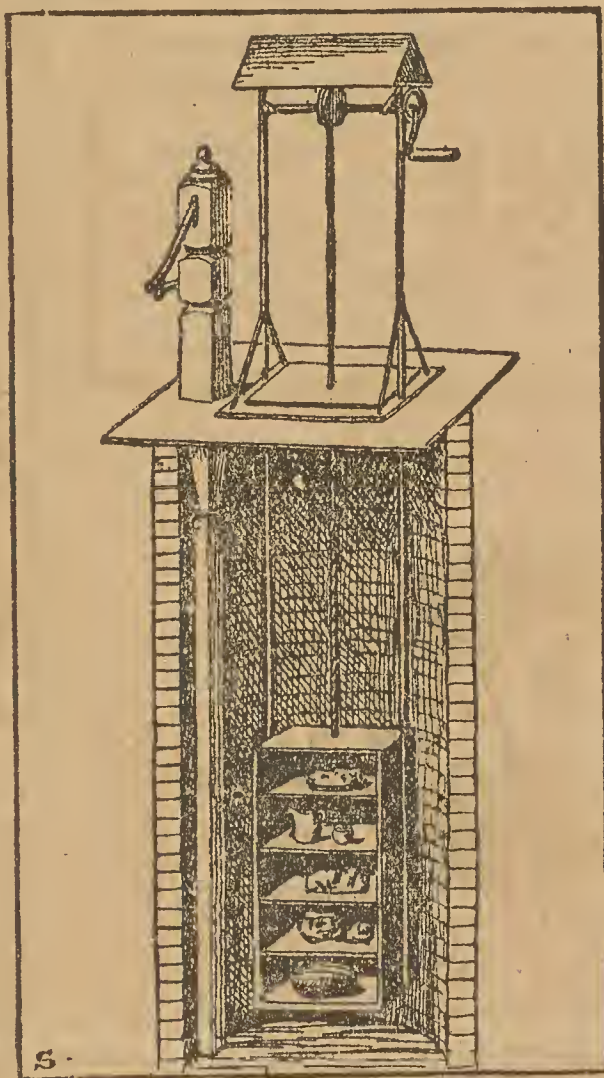
Stamping Glass Tumblers.

An electrical apparatus for stamping glass tumblers invented by a Liverpool official enables one man to stamp 1,300 glasses an hour, while by the old system two men could only turn out between them about 360 per hour.

A New Anaesthetic.

Particulars of a new and painless anaesthetic are published by the Petit Journal of Paris. This drug, which is obtained from a plant found in Japan, has been named "scopolaminé." It is administered by hypodermic injection and has the effect of inducing deep sleep for eight or nine hours. Scopolamine, it is claimed, is far superior as an anaesthetic to any of the drugs at present in use for the purpose of operation and has absolutely no after effects.

The very latest idea in refrigerators is one which requires no ice. According to the inventor and manufacturer, the first cost is the only cost, and the apparatus is said to be just as effective as any other which has to receive a daily charge of ice. This refrigerator keeps its contents at a temperature sufficient to keep delicate articles of food for a considerable time and performs its functions by disappearing under the ground, where it is several degrees cooler. This system is designed principally for suburban and country houses where the water supply is obtained from a well, although it is claimed that almost as good results may be obtained by the use of a dry hole in the ground as a well. If this



DISAPPEARING REFRIGERATOR.

be true, the use of the disappearing refrigerator is capable of a wide range of usefulness and at a small cost can be installed in the houses of the city and the householder emancipated from the grasp of the iceman.

The device consists of a partitioned steel box hung on a wire cable, by means of which the box can be lowered into the well or raised therefrom at will. The mechanism by which this is done is of such a character that the car is locked as it rises so as to prevent the possibility of it falling to the bottom by any accident while it is in a raised position.

The box being made of metal and hanging on wire or metal rope, it is doubly secure against the visitations of vermin, and when its presence is desired above the ground for the purpose of loading or the removal of the contents from its shelves the operation of raising it is performed by the gearing, which is easily worked by a crank.—Brooklyn Eagle.

Success of Liquid Fuel.

A successful method has finally been invented for injecting liquid fuel into the furnaces of passenger boats. The fuel is brought under a pressure of from ten to twenty pounds to the square inch and evaporated by a somewhat modified "Kortings" burner without use of steam. This apparatus works very satisfactorily, without noise and without the loss of fresh water. A suitable furnace arrangement recently invented also guarantees proper and perfect burning of the fuel, so that very little smoke escapes from the funnel, steam is kept regularly at the same pressure during the voyage and the boiler is kept at a uniform temperature, thus preventing much trouble from leakage and other damage.—Chicago Journal.

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